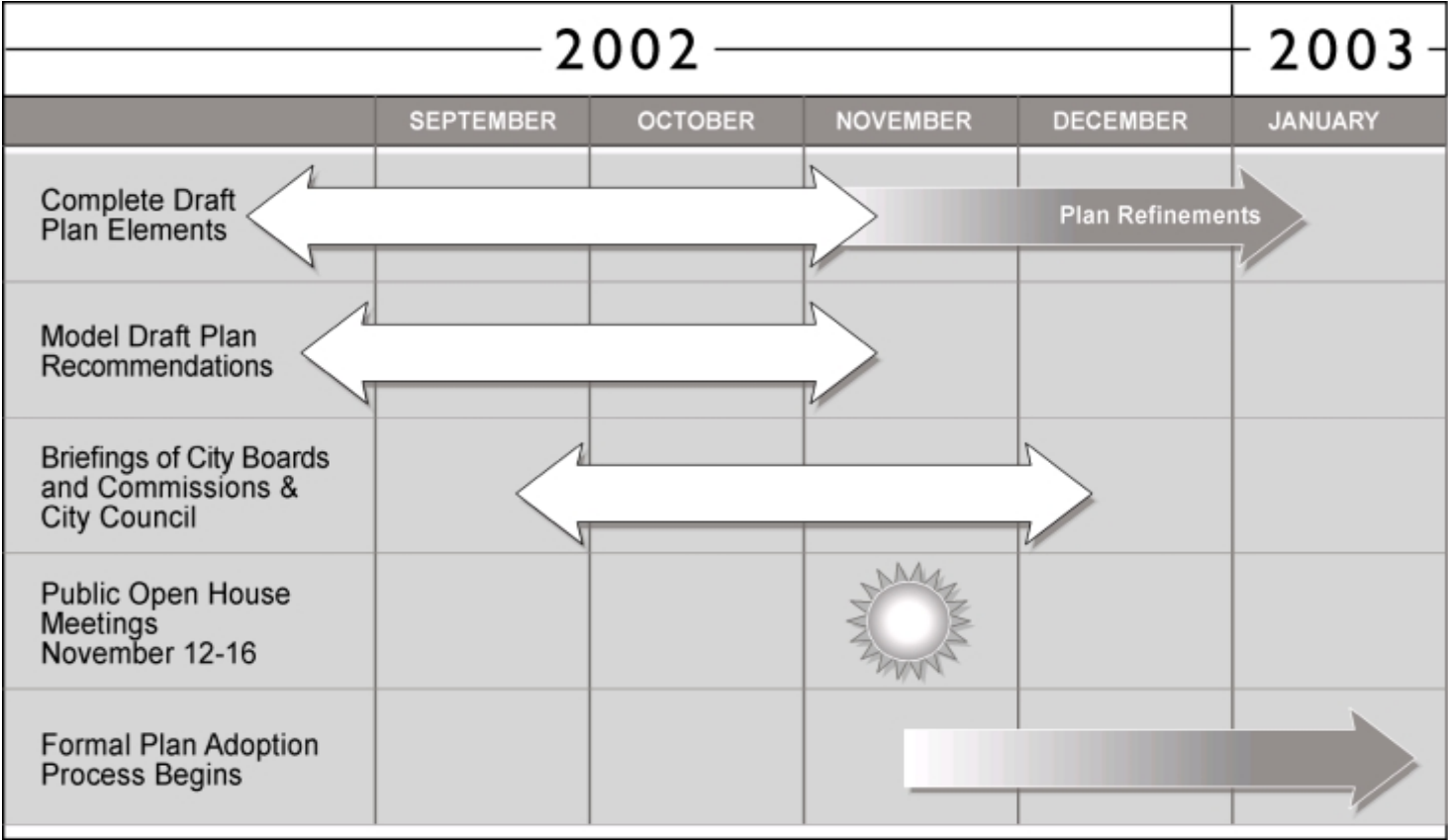


Comprehensive Transportation Plan Wrap-up



Tempe Comprehensive Transportation Plan



Transit Office
20 E. Sixth Street, 3rd Floor
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For more information contact:

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With 72 hours advance notice, special assistance can be provided for persons with sight and/or hearing impairments; a Spanish translator can also be made available for the meeting. Call 480-350-8241 (voice) or 480 350-8400 (TDD) to request accommodation.

Se da un aviso de 72 horas de antemano, asistencia especial se le puede proveer si lo solicita como para sordo mudos, un traductor de español puede estar disponible para la reunión. Favor de llamar al 480-350-8241 (voz) o 480-350-8400 (TDD) para solicitar ayuda.



November 2002 Open Houses

- **Tuesday, Nov. 12**
11 am - 1 pm
Hatton Hall
(34 E. Seventh St., Bldg. B)
- **Tuesday, Nov. 12**
6 - 8 pm
Tempe Public Library-
Program Room
(3500 S. Rural Rd.)
- **Wednesday, Nov. 13**
6 - 8 pm
Westside Community
Center- Senior Center
(715 W. Fifth St.)
- **Saturday, Nov. 16**
10 am - Noon
Pyle Adult
Recreation Center
(655 E. Southern Ave.)



November 2000 Public Workshop

Tempe Comprehensive Transportation Plan

Project Update September 2002

Draft Transportation Plan to be Presented

The draft recommendations of Tempe's Comprehensive Transportation Plan will be presented this fall to the general public, representatives from the City's boards and commissions, and the City Council. The plan has been developed over the past two years with extensive community involvement, and contains strategies and recommendations for the following:

- ◆ Streets
- ◆ Transit System
- ◆ Bicycle Network
- ◆ Pedestrian Network
- ◆ Land Use and Transportation Integration
- ◆ Pedestrian Overlay District
- ◆ Art in Transportation
- ◆ Corridor Concept Plans (for

- Broadway, Apache, University, and Rio Salado/Downtown)
- ◆ Transportation Design Guidelines
- ◆ Intelligent Transportation System (ITS)
- ◆ Transportation Demand Management (TDM)
- ◆ Parking

The Comprehensive Transportation Plan will become the Transportation Element of the City's General Plan 2030, and its adoption is being coordinated with the General Plan process.

Please plan to attend one of the November open houses to provide input on the Draft Plan. It is envisioned that the Plan will move into the formal adoption phase by the end of the year.

Measures of Success

To measure the successfulness of the Comprehensive Transportation Plan, several Measures of Success have been developed. Some of these measures may seem like they will be a challenge to achieve, but keep in mind that the Comprehensive Transportation Plan has a planning horizon through 2030. Setting ambitious, yet achievable goals is important.

The Tempe Comprehensive Transportation Plan will be a success when:

- A majority of Tempe residents feel that their community has an excellent transportation system that contributes to making Tempe the best place to live, work and play.
- All City codes and ordinances work together to balance transportation and land use, enhancing Tempe's quality of life and encouraging sustainable economic development.
- All Tempe neighborhoods have safe and convenient bicycle and

pedestrian access to neighborhood schools, parks, shopping, and transit.

- Transportation improvements needed to implement Neighborhood Plans are in place by 2030.
- The rate per capita of single occupant vehicle miles traveled within Tempe is reduced by at least 20 percent by 2030.
- Transit trips as a percentage of all trips within Tempe at least double by 2030.
- All Tempe residents have access to fast and frequent (10 to 15-minute) transit service within a 5-minute walk of their home.
- One third of attendees use transit, bike, or walk to special events in Tempe.

Vision Statement

Tempe... a vibrant city, with a safe, efficient, and balanced transportation system that provides mobility for all, promotes clean air, conserves energy, preserves neighborhood livability, and enhances the quality of life for our citizens and guests

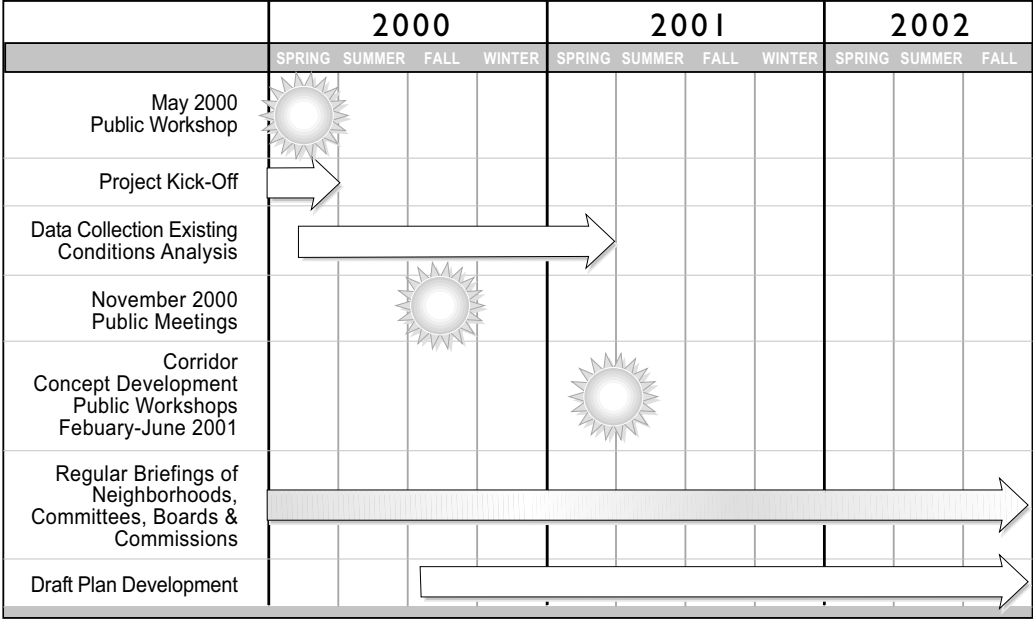
- A one-mile bikeway grid system is created.
- Air quality "hot spots" are reduced within Tempe and the City contributes to bringing overall regional air quality within attainment standards.

Overall Goal

In keeping with the City's mission to make Tempe the best place to live, work, and play the Comprehensive Transportation Plan will integrate the transportation system with land use policy to ensure that a safe, efficient, and balanced transportation system is developed to serve Tempe now and in the future.

Summary of Planning Process to Date

Development of the Draft Comprehensive Transportation Plan has been shaped by public involvement and community input throughout the planning process.



Corridor Concept Development

Broadway Road • Apache Boulevard • University Drive • Rio Salado/ Downtown

The planning team conducted intensive public workshops for four corridor areas: Broadway Road, Apache Boulevard, University Drive, and Rio Salado/Downtown. Input received at these workshops indicates that there is a strong desire among participants to make the following improvements along arterial corridors:

- ◆ Slow speeds and calm traffic in residential and neighborhood commercial areas.
- ◆ Improve the pedestrian network and facilities. Enhance pedestrian safety.
- ◆ Provide continuous sidewalks. Sidewalk widths will vary depending on the setting, but will be a minimum of 8 feet wide on all arterials.



One of the concept plans developed for the Rio Salado area showing connections to Downtown and the Lakefront



Broadway Road "Design Dialogue" Public Workshop

- ◆ Provide bike lanes on all arterials. Improve bicycling safety.
 - ◆ Strengthen north-south bicycle and pedestrian connections and crossings.
 - ◆ Connect neighborhoods to transit and expand transit service.
 - ◆ Enhance corridors with streetscape improvements, landscaping, trees, furnishings, and lighting.
 - ◆ Provide planted center medians with trees to introduce more shade, provide pedestrian crossing refuges, and reduce turning conflicts.
 - ◆ Consolidate driveway access points to reduce the potential for conflicts between pedestrians, bicyclists, and motor vehicles.
 - ◆ Integrate art and creative expression in planning, design and implementation.
 - ◆ Consider regional traffic flows in model.
 - ◆ Model various lane configurations to study implications on citywide network.
 - ◆ Adopted city policies prohibit widening of arterial streets throughout Tempe to increase motor vehicle traffic capacity. The Draft Plan recommends that current lane configurations on Rio Salado and University be maintained (two lanes in each direction) with a center median throughout.
- Lane configurations on Apache will be revised to accommodate the new light rail line. Lane configurations on Broadway west of Roosevelt and east of Dorsey will be maintained. Two lanes in each direction are proposed for the section between Roosevelt and Dorsey. The model will be used as a tool to test other possible lane configurations on Broadway and University.

Draft Transportation Plan Elements and Recommendations

The Draft Comprehensive Transportation Plan includes specific objectives and recommendations for the elements summarized below. Plan recommendations related to each element will be presented in more detail in the November public meetings.

Pedestrian Network

Pedestrians are a priority in Tempe and the Draft Plan provides policies and recommendations that will reinforce this message into the future. Plan recommendations emphasize the need for maximum accessibility, safety, security, comfort and convenience for all pedestrians in Tempe.

Bikeways

The Draft Plan provides an update of the City's Bikeways Plan and makes recommendations for expanding the bikeway network and implementing various bicycle projects, including on-street and off-street facilities such as multi-use paths.

Transit System

Transit recommendations include: increased service frequency for several routes; modified bus route patterns to serve as feeders for light rail stations; express bus and limited stop services; consolidated dial-a-ride; and neighborhood circulator shuttles. Proposed capital projects include:

the Downtown Transit Center; South Transit Center; city-contributed funding and improvements to the new light rail system; park and ride facilities, and bus pullouts.

Streets

The Draft Plan places an emphasis on street design and redevelopment that balances the needs of all travel modes – motor vehicles, transit, bicyclists, and pedestrians. The Draft Plan introduces a defined street hierarchy that integrates with the regional street classification

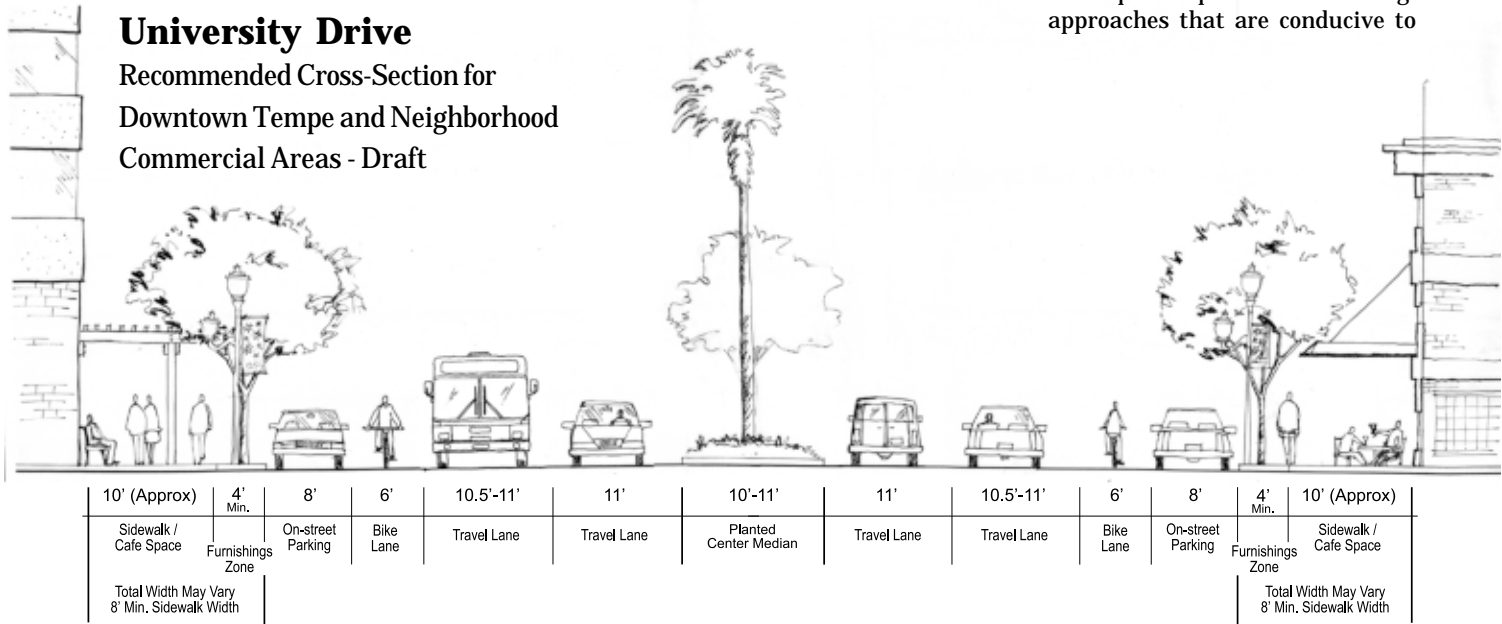
system, while also introducing two new subcategories specific to Tempe: "Transit" streets (arterials with pedestrian and transit-friendly emphasis) and "Green" streets (collectors where pedestrian and bicycle travel are encouraged to become predominant modes).

Art in Transportation

Policies and strategies related to integrating public art and forms of creative expres-sion in transportation projects from their initiation through implementation are included in the Draft Plan.

University Drive

Recommended Cross-Section for Downtown Tempe and Neighborhood Commercial Areas - Draft



Integrating Land Use and Transportation

Development of the Comprehensive Transportation Plan has been closely coordinated with the City's Land Use and Development Code update as well as with the development of the General Plan 2030.

Pedestrian Overlay District

Provisions for a new Pedestrian Overlay District (POD) have been included in the revised Land Use and Development Code, with the goal of encouraging land use development patterns and design approaches that are conducive to



University Drive near ASU (Existing condition)

alternative transportation modes such as walking, bicycling, and transit.

Transportation Design Guidelines

A comprehensive set of guidelines has been created for design approaches and technologies that support a balanced transportation system serving all modes of travel. Design applications include pedestrian accessibility, bicycle facilities, multi-modal streets, enhancing transit access and use, multi-use paths, pedestrian-friendly site design, and a variety of traffic calming techniques.

Other Elements

The Draft Plan also includes strategies and recommendations for Intelligent Transportation System (ITS), Transportation Demand Management (TDM), and parking.

More details related to the recommendations for each corridor will be presented at the November workshops.